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14. (NEW) An apparatus for operating one or several gates or the like (U), comprising
2 a pressure generating unit, which can be mounted in or on the ground and is provided with
3 restoring springs (Q) and is designed, by a hydraulic circuit system, to actuate an opening and
4 closing mechanism for a gate or the like, characterized in that the cylinder (A) is designed as
5 a primary compression cylinder, which is hydraulically connected to partly an accumulator tank
6 (C), which is designed to accumulate a portion of the force as an overpressure, and partly a
7 secondary opening cylinder (D), which is designed to open the gate (U) against the force of a
8 closing spring (V), in that the overpressure in the liquid is to be released through a duct to an
9 expansion tank (B) through a check valve (H), which is designed to delay the discharge process
10 in such a way, that it will have an effect only subsequent to the passage of e.g. a car past the
11 apparatus and the gate and to the start of the reduction of the overpressure in the expansion
12 tank, and in that possible pressure peaks from very heavy cars and the second and the third
13 axle respectively of a car are to be released directly through an overpressure valve (I) back to
14 the expansion tank.

15. (NEW) The apparatus according to claim 14, wherein the apparatus comprises a
2 lock mechanism, which is designed to lock the gate in a closing position and to be inactivated
3 in an initial phase by the opening movement, particularly by including a lock plunger in said
4 hydraulic circuit.

16. (NEW) The apparatus according to claim 14, wherein a pressure generating unit
2 normally is mounted on each side of a gate (U) on and/or in the ground and/or in that it
3 comprises a stationary exterior box (M) having spider legs (N), which provide improved stability
4 by a fastening in the ground by means of fastening bolts or the like, in that inside the upwardly
5 open exterior box an inverted vertically movable interior box (P) is telescopically mounted,
6 compression springs (O) extending between the bottoms of the two boxes, and in that one or
7 several hydraulic compression cylinders (A) extend between the bottoms of the boxes, which

8 cylinders contain a frostless liquid, e.g. water and glycol, to make the unit operative between
9 -30°C and +60°C.

1 17. (NEW) The apparatus according to claim 16, wherein the hydraulic cylinders are
2 fastened to the bottom of the stationary box, whereas their plunges are designed to be pressed
3 against the inner side of the bottom of the movable box, thresholds (S) suitably being provided
4 on the upper side of said bottom, said thresholds being designed to detect and establish a
5 running over-position, and in that ramp plates (Q) are articulately fastened to e.g. the
6 upper/interior box near its bottom, which ramp plates are to lead a car wheel to said upper side.

1 18. (NEW) The apparatus according to claim 14, wherein the secondary opening
2 cylinder (D) is mounted on a holder (W), which in its turn is mounted on e.g. an existing fencing
3 stake (X) in a pivotable way in order to, during the opening and closing process respectively,
4 itself find the right angle in relation to a force arm (Y), in that the cylinder (D) lies in a plane
5 above the holder (W) and the force arm (Y) in its turn lies in a plane above the cylinder (D), the
6 opening cylinder being able to freely move in relation to the holder (W), while the force arm is
7 able to freely move in relation to the opening cylinder (D), and in that the force arm (Y) suitably
8 is shaped like a boomerang in order not to collide with the stake (X), it being designed to pass
9 round the stake in order to also facilitate the mounting.

1 19. (NEW) The apparatus according to claim 16, wherein the gate (U) is designed to be
2 closed against the second existing stake (Z) having a contact surface or stop (A), in such a way,
3 that, when the gate has been opened and e.g. a car has left the pressure indicator unit, the
4 springs (O) will press the interior box back to its upper starting position and create an
5 underpressure in the primary compression cycle, which will draw back liquid from the expansion
6 tank in such a way, that the primary cylinder will be ready to start the entire operative cycle again
7 and in the secondary cylinder the pressure will be reduced, since liquid will return to the
8 expansion tank through the check valve (G), the closing spring being able to function and close

the gate slowly, since liquid will be pressed out of the secondary opening cylinder and through the check valve back to the accumulator tank.

20. (NEW) The apparatus according to claim 14, wherein an aerator (L) in the duct branch to the accumulator tank (C), an aerator (M) in the duct branch to the opening cylinder (D), check valves (E and F) in two duct branches from the pressure side of the compression cylinder (A), a manometer (J) connected after the check valve (F) in the branch, and an aerator (K) connected to the same branch.

21. (NEW) The apparatus according to claim 16, wherein the entire pressure generating unit is enclosed, the enclosure downwards being made of a reinforced plastic fabric in order to be able to simply spread it out, and the pressure generating unit upwards being covered by a steel net-reinforced rubber mat in order to partly seal against moisture and dirt and to partly withstand tens of thousands of approaching and leaving runs of cars and/or in that the exterior rigid metal box is provided with four spider legs, which have holes in their outermost corners, through which holes long bolts will be inserted, which will be fastened in the ground, or long screws, which will be fastened in plugs or the like in looser ground.

22. (NEW) The apparatus according to claim 16, wherein the movable box is provided with a number of roller bearings, which solely allow vertical movements within the rigid box, or ball bearings or simply Teflon-coated surfaces, and/or in that the pressing downwards of the interior box will be facilitated by a run by a car on the ramp, one end of which is movably inserted into the box, which ramp is fastened in such a way, that its fastening to the loose box remains at the same point, seen in the direction of travel of the car, whereas the other end of the ramp moves a short distance backwards in relation to the direction of travel of the car, the loose box being pressed downwards and the ramp lying more parallel to the ground.

23. (NEW) The apparatus according to claim 14, wherein the pressure generating unit is manufactured as a first module, which by method of two plastic hoses partly transfers the operative pressure to the secondary opening cylinder and partly returns hydraulic liquid from the

expansion tank to the primary compression cylinder, when an underpressure occurs in it, when
(a car has left the pressure generating unit and the interior box) is pressed upwards by the
restoring springs, in that the accumulator tank, the pressure meters, the check valves, the
overpressure valve, and their connections and attachments are manufactured as a second
module, which can be placed in a box, which can be fastened to a gate stake (or the like), and
in that the secondary opening cylinder with its holder, valve and power arm is manufactured as
a third module, which preferably will be mounted on an existing stake in order to handle an
existing gate.

24. (NEW) The apparatus according to claim 14, wherein the apparatus also comprises
three measure/aeration points (2), a manometer (5), a check valve (21), a pressure limiting valve
(23) and a manual opening valve (25), in that, when the gate is closed, the piston stem in the
cylinder (D) will be actuated by the basic pressure in the accumulator (B), plus the force of
spring (V), in that the piston stem (A) will be actuated by the basic pressure in the accumulator
(B), and in that the gate will be hydraulically locked through a pilot-guided check valve (25).

25. (NEW) The apparatus according to claim 24, wherein in order to carry out a manual
opening the valve (25) will be opened manually by method of a bar in such a way, that, when
the gate is opened, liquid will flow partly through the check valve (21c) to the negative side of
the cylinder (D) and partly because of an equalization of the differential area to the accumulator
(B), in that after a manual opening of the gate the gate will be closed automatically, because
the same pressure exists on both sides of the piston in the cylinder (D), in that the force of the
spring (V) and the area difference in the cylinder (D) will result in the closing, and in that, when
a manual opening is carried out, the force, required for an automatic closing, will be loaded.

26. (NEW) The apparatus according to claim 24, wherein for an automatic opening,
when the cylinder (A) is run over by a car, pressure and flow will pass through the check valve
(21a), in that the gate will start its opening through the choking (Ha), in that the effect will be
loaded into the accumulator (C), at the same time as pressure and flow start decreasing through

5 (the ^{wo}choking) (Hb), (the ^{wo}choking) (Ha) having a dimension so much larger than (Hb), that a
6 complete opening of the gate will have time to occur and will remain for a certain time, before
7 the discharge will have an effect, and in that at the same time as the gate is opened, (the cylinder ^{without oil?}
8 (D) will enter into a negative position, (the hydraulic medium on the positive side) of the cylinder ^{without oil?}
9 jointly with (the ^{wo}accumulator) (B) being designed to fill the cylinder (A), in that the pilot valve (25)
10 then is kept open by the pressure from (the ^{wo}negative side), in that the apparatus also comprises
11 an overload protection, since (the ^{wo}valve) (23) will be opened at a pressure above 10 bars, and in
12 that a repeated load on (the ^{wo}cylinder) (A), before (the ^{wo}operative cycle), has been concluded, will
13 result in, that (the ^{wo}overpressure) and (the ^{wo}excess liquid) will be emptied through (the ^{wo}valve) (23).